

Route 7

Updated: September 2005

Heber to Provo - April 5, 1912.

1953 Description:

From Heber on Route 6 southwesterly to Provo on Route 1.

1961 Description:

**(A) Scanned) From Interstate Route 15 northerly via University Avenue in Provo, to Route 6 in Heber, (Commission Resolution May 8, 1961.)

Approved by 1963 Legislature

1965 Description:

From Provo on Route 1 (Interstate Route 15) via University Avenue, Olmstead and Provo Canyon to Heber on Route 6.

Approved by 1965 Legislature.

1967 Legislature

**(B) Scanned) Transferred to new alignment 8/11/67. Old alignment transferred to local jurisdiction.

***(C) 1977 Commission Action May 20, 1977**

The 1975 description of State Route 7 has been deleted from the State System and reassigned as State Route 189.

* Refers to resolution index on the following page.

** Refers to Scanned Computer Resolution index on the following page.

Route 7

COUNTY/VOLUME & RESOLUTION NO.

A. Utah & Wasatch Co. 1/35	B. Utah Co. 2/1	C. Utah Co. 6/2
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DESCRIPTION OF RESOLUTION CHANGE

- (A). Extension - From I-15 in Provo via University Ave. to Jct. SR-6 in Heber.
- (B). Relocation - From Provo to Olmstead Jct.
- (C). Deleted - SR-7 was deleted as a State Route designation.

RESOLUTION

Approved June 5, 1941

BE IT RESOLVED by the State Road Commission of Utah that the following revisions and additions be made to the state road system as interim designations, subject to the approval of the legislature, and application be made to the Bureau of Public Roads that such additions or revisions be included in the Federal-aid Primary System.

(1) Route 7, Provo

R-7
The description of State Route 7 be revised to include ⁽²⁾ a connection with Interstate Route 15, increasing the length of State Route 7, 1.2 miles and the description modified to read: From Interstate Route 15 northerly via University Avenue in Provo to Route 6 in Heber.

(2) Route 180, American Fork

R-180
The State Route 180 be added; the description of this ⁽²⁾ route being: From Interstate Route 15 northerly via Fifth East Street in American Fork to State Route 1, a total length of 0.9 miles, being added to the State System.

(3) Route 160, south of Beaver

*Ab. Road
into R-7*
The State Route 160 be added; the description of this route ⁽²⁾ being: From Interstate Route 15, approximately 1.3 miles south of Beaver, northeasterly to State Route 1, a total length of 0.4 miles being added to the State System.

(4) Route 161, north of Beaver

*Ab. Road
into R-7*
The State Route 161 be added; the description of this ⁽²⁾ route being: From State Route 1 northwesterly to Interstate Route 15, approximately 1 mile north of Beaver; a total of 0.8 miles being added to the State Road System.

(5) Route 17, Harrisburg Junction

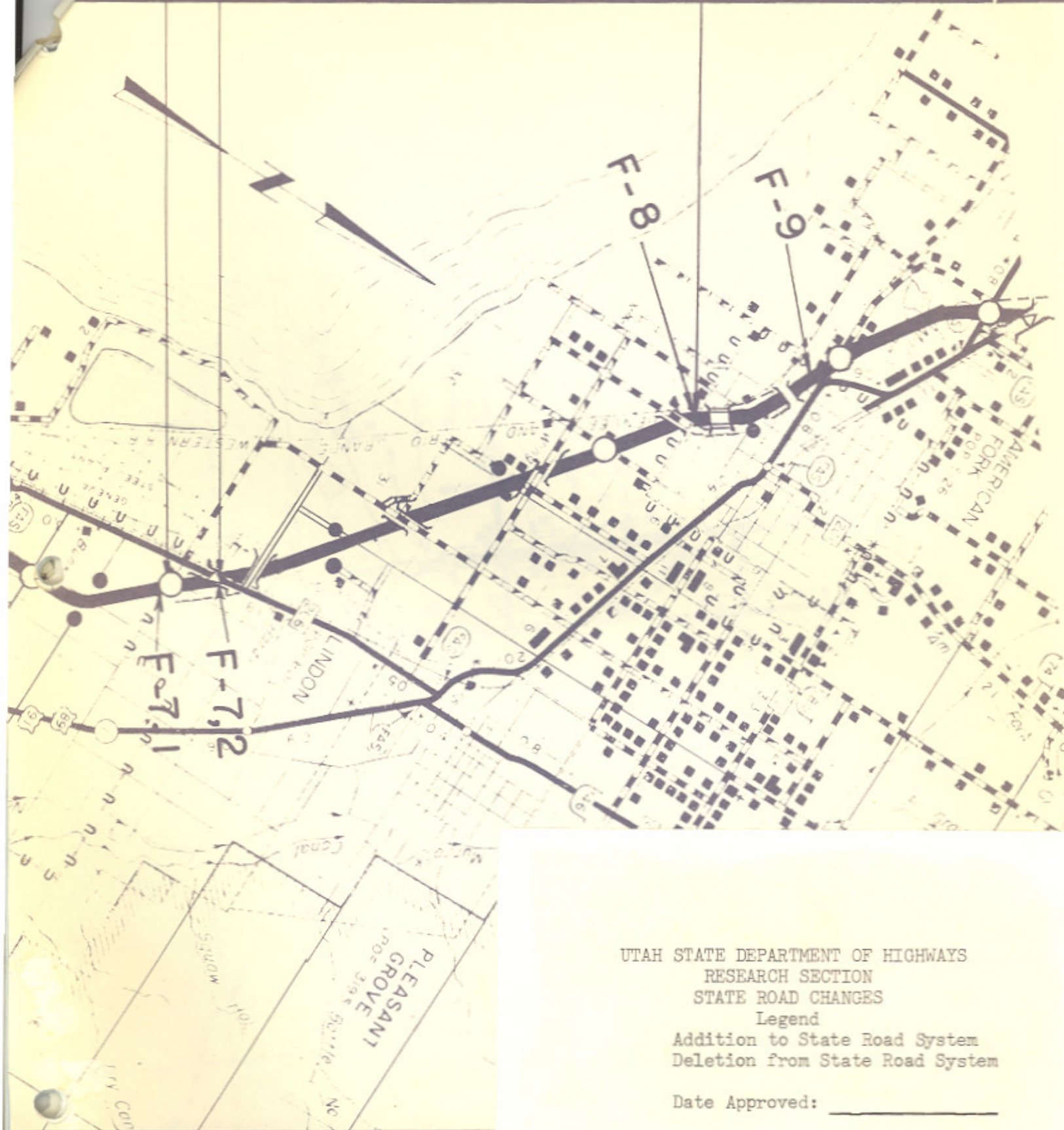
*No Road
make RL-7*

The description of State Route 17 be revised, to include ⁽²⁾
a connection with Interstate Route 15, increasing the length
of State Route 17, 0.5 miles, and the description modified
to read: From Interstate Route 15 near Harrisburg Junction
easterly via Harrisburg Junction and Hurricane to LaVerkin
on State Route 15.



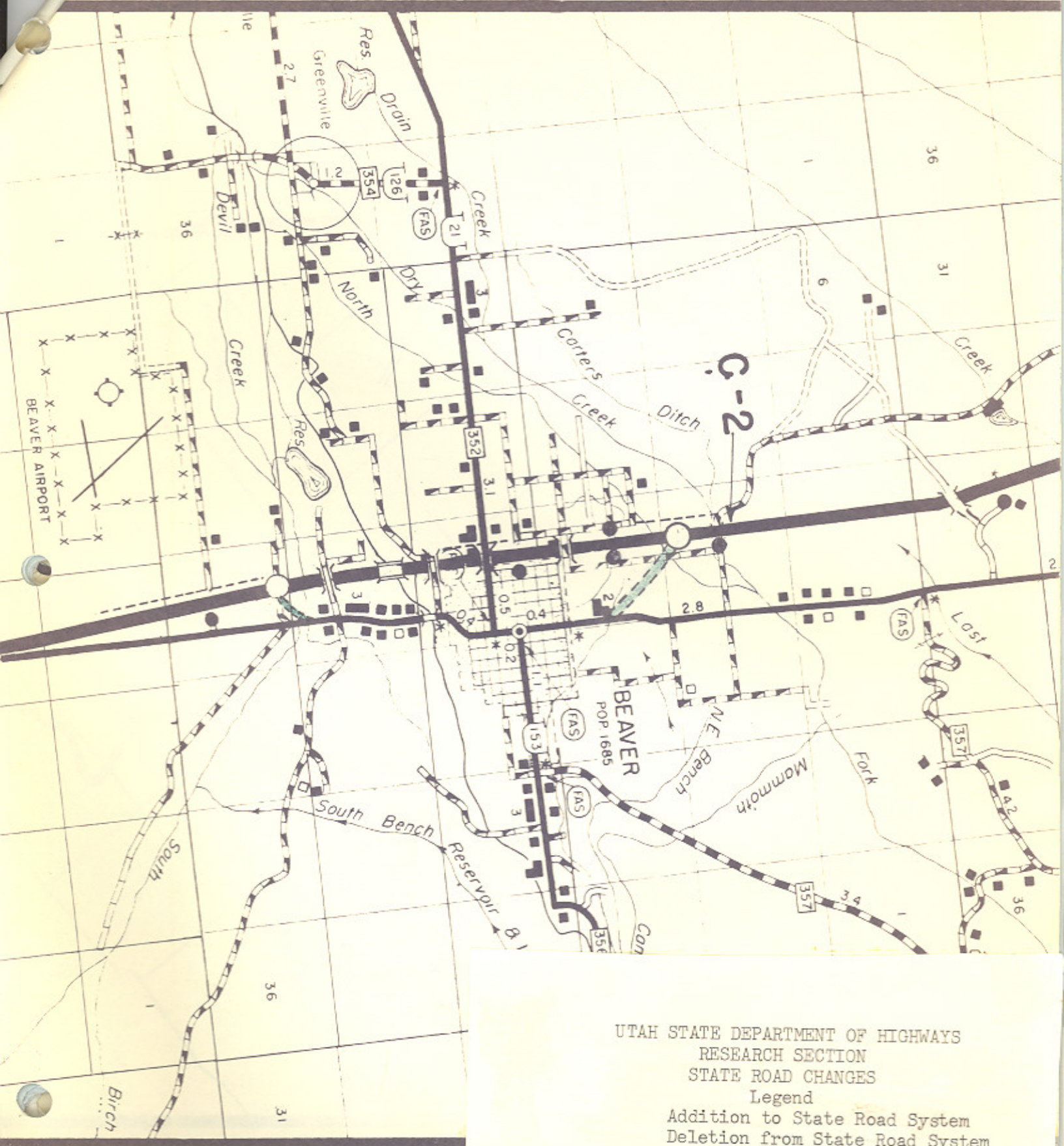
I-15-6(2) 270 E-R

I-15-6(1) 275 E-R



UTAH STATE DEPARTMENT OF HIGHWAYS
RESEARCH SECTION
STATE ROAD CHANGES
Legend
Addition to State Road System
Deletion from State Road System

Date Approved: _____

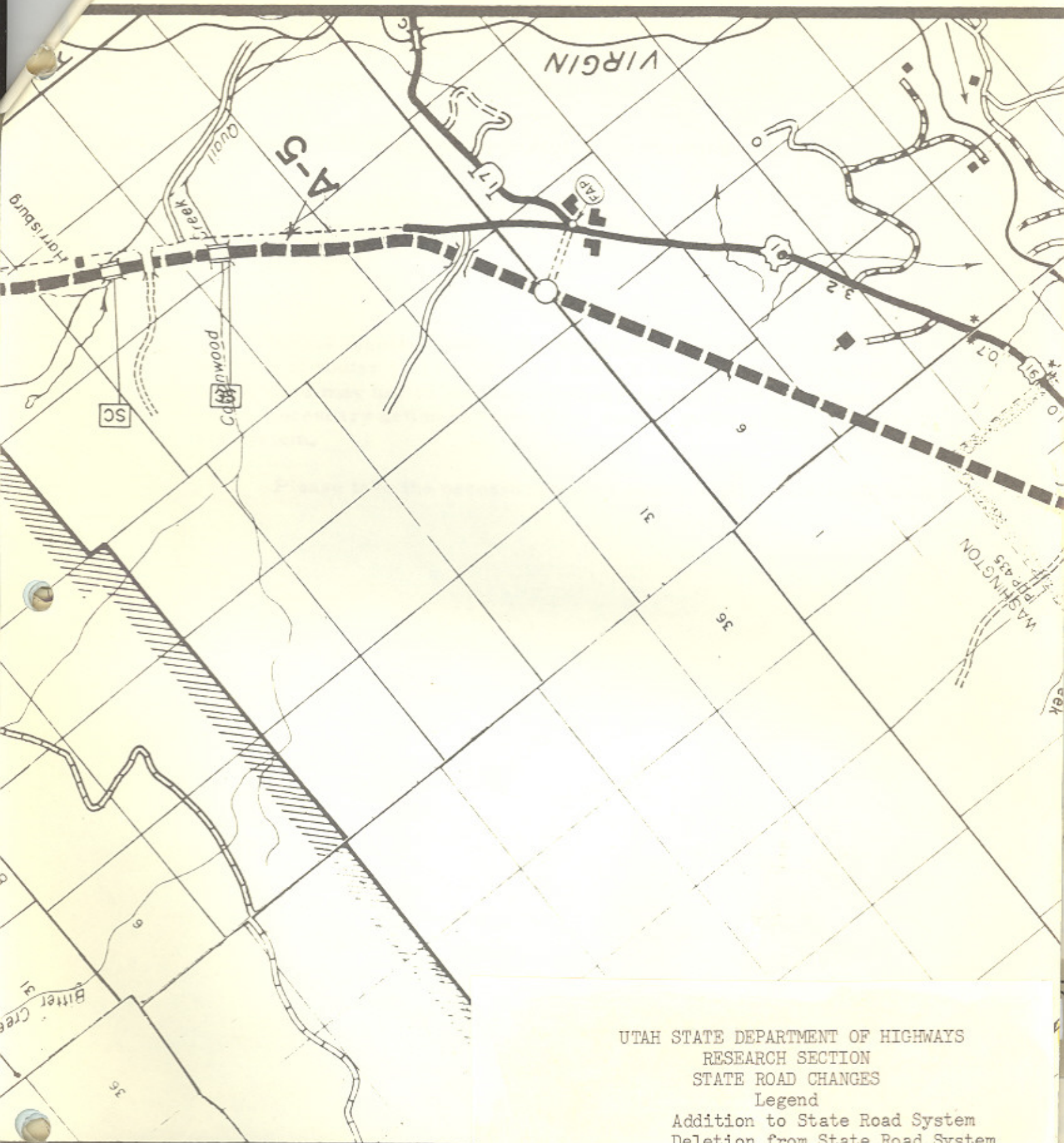


UTAH STATE DEPARTMENT OF HIGHWAYS
RESEARCH SECTION
STATE ROAD CHANGES

Legend

Addition to State Road System
Deletion from State Road System

Date Approved: _____



Office Memorandum • UTAH STATE DEPARTMENT OF HIGHWAYS

TO : Dale Burningham, Acting Chief Research Engineer DATE: June 5, 1961

FROM : J. Edward Johnston, Deputy Director for Planning

SUBJECT: Additions to the State Road System

At its regular meeting the Road Commission approved the addition of routes 7, 180, 160, 161 and 17, to be revised or added as the case may be, to the State Highway System, and approved taking necessary action to place these routes on the proper federal-aid system.

Please take the necessary action to accomplish this resolution. X

(2) Route 180, American Fork

The State Route 180 be added; the description of this route being: from Interstate Route 15 northerly via Fifth East Street in American Fork to State Route 1, a total length of 0.9 miles, being added to the State System.

(3) Route 160, south of Beaver

The State Route 160 be added; the description of this route being: from Interstate Route 15, approximately 1.3 miles south of Beaver, northerly to State Route 1, a total length of 0.4 miles being added to the State System.

Approved May 8, 1961

Item 18

RESOLUTION

BE IT RESOLVED by the State Road Commission of Utah that the following revisions and additions be made to the state road system as interim designations, subject to the approval of the legislature, and application be made to the Bureau of Public Roads that such additions or revisions be included in the Federal-aid Primary System.

(1) Route 7, Provo

The description of State Route 7 be revised to include a connection with Interstate Route 15, increasing the length of State Route 7, 1.2 miles and the description modified to read: From Interstate Route 15 northerly via University Avenue in Provo to Route 6 in Heber.

(2) Route 180, American Fork

The State Route 180 be added; the description of this route being: from Interstate Route 15 northerly via Fifth East Street in American Fork to State Route 1, a total length of 0.9 miles, being added to the State System.

(3) Route 160, south of Beaver

The State Route 160 be added; the description of this route being: from Interstate Route 15, approximately 1.3 miles south of Beaver, northeasterly to State Route 1, a total length of 0.4 miles being added to the State System.

(4) Route 161, north of Beaver

The State Route 161 be added; the description of this route being: from State Route 1 northwesterly to Interstate Route 15, approximately 1 mile north of Beaver; a total of 0.8 miles being added to the State Road System.

(5) Route 17, Harrisburg Junction

The description of State Route 17 be revised, to include a connection with Interstate Route 15, increasing the length of State Route 17, 0.5 miles, and the description modified to read: from Interstate Route 15 near Harrisburg Junction easterly via Harrisburg Junction and Hurricane to LaVerkin on State Route 15.

Office Memorandum • STATE ROAD COMMISSION OF UTAH

TO : J. Edward Johnston, Deputy Director for Planning DATE: April 20, 1961

FROM : Henry C. Helland ^{2/62} Chief Planning & Programming Engineer

SUBJECT: Request for addition to the State and the Federal-aid Primary Systems

In order to obtain Federal participation in funds it will be necessary that the routes listed below be added to the Federal-aid Primary System. These routes also should be added to the State System.

The following connecting routes require Commission action for placement on the State system and the Federal-aid Primary System:

- 1. University Avenue in Provo from Interstate Route 15 to FAP 1 (US 91) at 3rd South.
- Hold →* 2. 5th East in American Fork from Interstate Route 15 to FAP 1 (US 91).
3. The north and south Beaver interstate connections.
4. Harrisburg Bench connection from Interstate route 15 to US 91 near Harrisburg Jct.

The 13th South interstate connection in Brigham City has been approved by the Commission ^{4/26/61} for addition to both the State and the Federal aid Primary system. Application should be made to the Bureau of Public Roads for addition to the Primary system.

It has been the policy to have the Research Section prepare the necessary maps and papers for presentation to the Commission and submission to the Bureau of Public Roads.

It is urgent that some action be taken on these interstate connections as they are included in our proposed Federal-aid Primary Program now being reviewed by the Commission.

RLMurdock/jm

Office Memorandum • UTAH STATE DEPARTMENT OF HIGHWAYS

TO : Dale Burningham, Acting Chief Research Engineer DATE: May 3, 1961

FROM : J. Edward Johnston, Deputy Director for Planning

SUBJECT: Additions to the State and Federal-aid Primary Systems

Please note Mr. Henry Helland's memorandum of April 20, requesting that connecting routes be designated on the State and Federal-aid Primary Systems.

Please take necessary steps to prepare a submission of this request to the Commission at its next meeting on May 8, 1961.

SR-7, 180,

Relinquishment of Realigned Highway
Authority: Sec. 27-12-29, UCA, 1953, As Amended

RESOLUTION

State Route 7

WHEREAS, with the completion of Project F-019-1(7), from Provo to Olmstead, a distance of 4.565 has resulted in the construction on new alignment, a section of new roadway and,

WHEREAS, the remaining alignment of the old roadway will still serve as a public road though not justified as a part of the State System of Highways and,

WHEREAS, it has been recommended by Mr. Earl A. Johnson, District Engineer, and concurred in by the Utah County Commission and the Provo City Commission, that the former location of State Route 7 from near 1100 North in Provo northerly to the Provo North City Limits at 3800 North Street, be transferred to the jurisdiction of Provo City and the remaining portion from 3800 North Street to the junction with the new roadway near Olmstead be transferred to the jurisdiction of Utah County and,

WHEREAS, to maintain continuity in the State System of Highways.

NOW THEREFORE, pursuant to the Authority of Section 27-12-29, UCA, 1953, As Amended, it is hereby resolved as follows:

1. That all portions of highway constructed of new alignment as a result of Project F-019-1(7), be designated as a part of State Route 7.
2. That the remaining portion of the old alignment of State Route 7, from near 1100 North Street in Provo northerly to the Provo North City limits at 3800 North Street, a distance of 2.64 + - miles, be transferred to the jurisdiction of Provo City, and the Provo City Streets traversed by the construction of Project F-019-1(7), a total distance of 1.28 + - miles be deleted from the Provo City "C" mileage, resulting in a net increase of 1.36 + - miles in the Provo City "C" mileage.

3. That the remaining portion of the old alignment of State Route 7, from Provo North City limits at 3800 North Street northerly to a junction with the new alignment of State Route 7 near Olmstead, a distance of 1.66 + - miles, be transferred to the jurisdiction of Utah County, and the Utah County road traversed by the construction of Project F-019-1(7), a total distance of 0.6 + - mile be deleted from the Utah County "B" mileage, resulting in a net increase of 1.06 + - miles in the Utah County "B" mileage.

4. That by this action State Highway System mileage will decrease 0.21 + - mile.

5. That the map attached illustrating the action taken herewith is hereby incorporated as part of this submission.

Dated this 11th day of August, 1967.

STATE ROAD COMMISSION OF UTAH

Cliff Strong
Vice Chairman

Glen A. Church
Commissioner

Commissioner

Leslie J. Hunt
Commissioner

Frank Feltch
Commissioner

ATTEST:

Ronald A. Zernley
Secretary

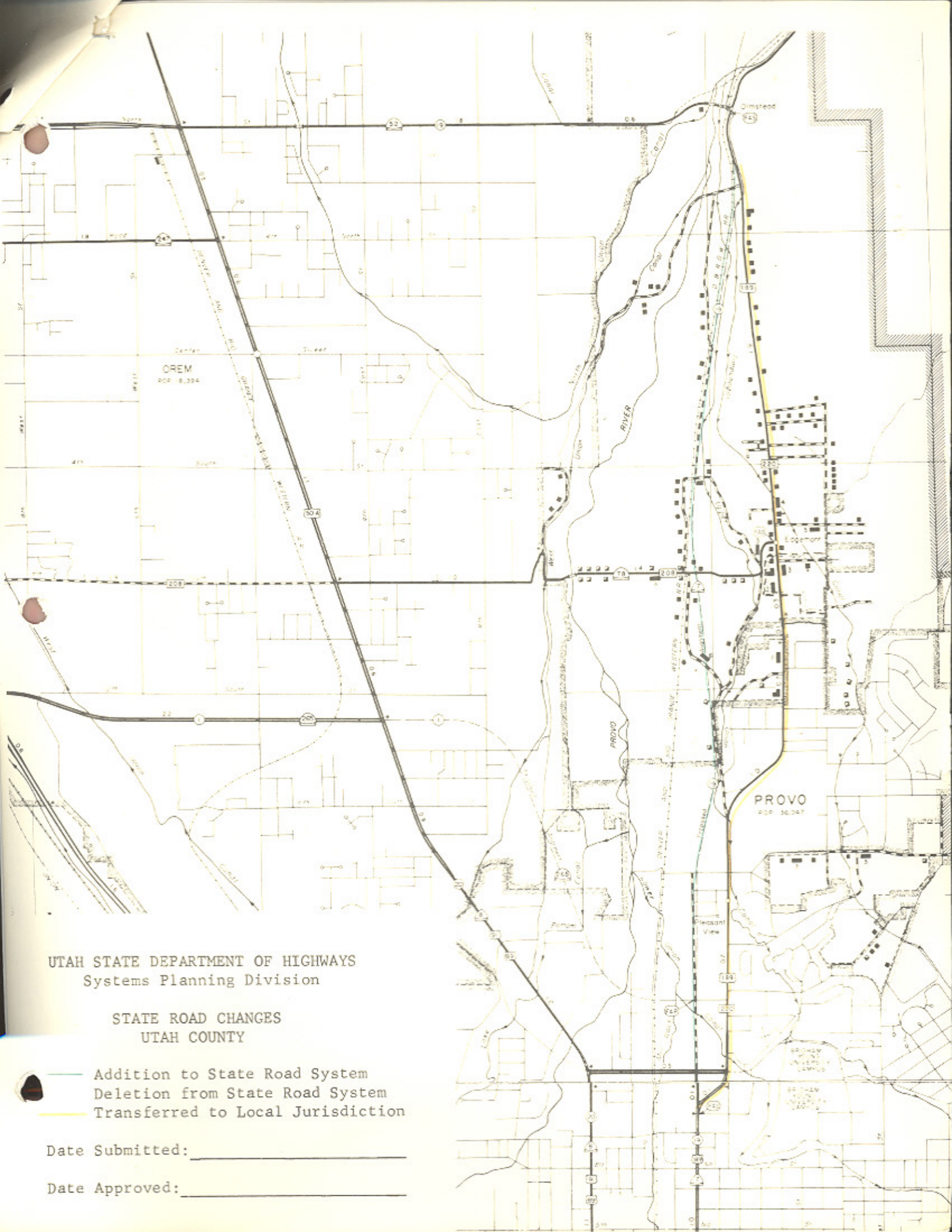
UTAH STATE DEPARTMENT OF HIGHWAYS
Systems Planning Division

STATE ROAD CHANGES
UTAH COUNTY

- Addition to State Road System
— Deletion from State Road System
— Transferred to Local Jurisdiction

Date Submitted: _____

Date Approved: _____



June 19, 1967

June 16, 1967

Mayor Earl Dixon
17 South University Avenue
Provo, Utah

Dear Sir:

The new route extending University Avenue to Olmstead is nearing completion. Traffic is now using the road and the final surface will be placed prior to July 1st.

In the transfer of the old alignment to Provo City and Utah County, it seems desirable to extend the Provo City section to the northernmost line of the city at 3750 North. The irregularity of the north limits leaves a short section of the road within the county between approximately 3300 North to 3500 North. It will probably provide for better maintenance and control, if the city section is extended to the northern city limit line. The city will be credited with the additional class "C" mileage. If there are no objections to this proposal, the transfer will be made immediately.

This road is a Federal Aid Secondary route. The city and county should jointly agree on whether this should remain on the F.A.S. system. In the absence of any request, it is assumed it will remain.

Yours truly,

Earl A. Johnson, District Engineer

AM/vba

cc: Glenn Wright, City Engineer

COPY UTAH COUNTY COMMISSION
MINUTE

Taken from Minutes of April 10, 1967

U.S. 189 PROVO TO OLMSTEAD: The present 189 from Provo to Olmstead will be replaced with the new 189 some time this summer. It has been requested that Utah County accept that portion of the old route which is in Utah County and have it placed on the "B" fund system.

It was moved by Commissioner G. Marlon Hinckley and seconded by Commissioner Stanley D. Roberts that this road be accepted simultaneously with the opening of the new 189 and it was carried unanimously.

Utah County

State of Utah

CITY AND COUNTY BUILDING, P.O. BOX 1, CANYON, UTAH 84301

April 11, 1967

Mr. Earl A. Johnson
District Engineer
Utah State Department of Highways
P.O. Box 215
Orem, Utah

Dear Mr. Johnson:

In answer to your letter of April 7, we are enclosing a copy of a County Commission minute accepting the old U.S. 189 when the new route is opened.

Sincerely,

BOARD OF COUNTY COMMISSIONERS
UTAH COUNTY, STATE OF UTAH


Floyd Harmer, Chairman

LDG:mv

Enclosure

cc - David L. Greenwood
- L. D. Green, County Surveyor



Memorandum

UTAH STATE DEPARTMENT OF HIGHWAYS

DATE: July 7, 1967

TO : B. Dale Burningham
Chief Research Engineer

FROM : Earl A. Johnson
District Engineer

SUBJECT: Transfer of State Highway

The new highway constructed as Project F-019-1(7) from Provo to Olmstead is now in use and final completion will be within the next two weeks. At this time the old highway should be transferred to the local agencies.

Data in this office indicates that the new route has already been designated as FAP Route 19. The old route as F.A.S. 220 is to remain on the secondary system.

The section from the intersection with University Avenue near 1100 North (beginning of F.A.S. 220) northerly to the Provo North City Limits at 3800 North is to be transferred to Provo City. A copy of the most recent letter to Provo City is enclosed. The City Engineer reported by telephone that it was assumed that the transfer would be made if they did not present any objections to the request so a letter of concurrence was not submitted. The City previously had requested that additional work be done on the road prior to the transfer. It is doubtful that a letter of concurrence will be received.

The Utah County Commission has concurred in the transfer of the remaining section from 3800 North northerly to the Junction with the new road near Olmstead. A copy of the letter is enclosed. A map is also enclosed which shows the new route and the sections of roadway to be transferred.

The length of roadway in Provo City is 2.64± miles. The length of roadway in Utah County is 1.66± miles. This mileage should be added to the "B" and "C" road mileage. The new road which replaces the section of road to be transferred is 4.19± miles.

RECEIVED

JUL 13 1967

A. Wadley/jnc
Encl@sure:

UTAH STATE DEPARTMENT OF HIGHWAYS
Systems Planning Division

UTAH STATE DEPARTMENT OF HIGHWAYS

August 18, 1967

The Honorable Verl G. Dixon
Mayor of Provo
Provo, Utah 84601

Dear Mayor Dixon:

Subject: Transfer to a new alignment a portion of State Route 7
in Utah County

Effective August 11, 1967, the State Road Commission adopted a resolution transferring a portion of State Route 7 in Utah County, to the new alignment completed by Project F-019-1(7), from Provo to Olmstead, a distance of 4.565 miles.

The old alignment will still serve as a public road and a portion from 1100 North Street in Provo northerly to the Provo North City limits at 3800 North Street, a distance of 2.64 + - miles is transferred to the jurisdiction of Provo City, and the remaining portion of the old alignment of State Route 7 from Provo North City limits at 3800 North Street, northerly to a junction with the new alignment near Olmstead, a distance of 1.66 + - miles, is transferred to the jurisdiction of Utah County.

By this action Provo City "C" mileage is increased 1.36 + - miles, Utah County "B" mileage is increased 1.06 + - miles and the State Highway System mileage is decreased 0.21 + - mile.

Transmitted is a copy of the resolution and a location map.

Very truly yours,

B. Dale Burningham
Planning Statistics Supervisor

Transmittal

ERosevear/blw

100-100000
DIRECTOR
HENRY C. BULL

DALE HIGHWAY ENGINEER
BY: J. J. J. J.

Utah State Department of Highways

State Office Building

850 Lake Street, Utah 84114

August 17, 1967

Floyd Harner, Chairman
Utah County Commission
Provo, Utah 84601

Dear Mr. Harner:

Subject: Transfer to a new alignment a portion of State Route 7
in Utah County

Effective August 11, 1967, the State Road Commission adopted a resolution transferring a portion of State Route 7 in Utah County, to the new alignment completed by Project E-019-1(7), from Provo to Olmstead, a distance of 4.565 miles.

The old alignment will still serve as a public road and a portion from 1100 North Street in Provo northerly to the Provo North City Limits at 3800 North Street, a distance of 2.64 ± miles is transferred to the jurisdiction of Provo City, and the remaining portion of the old alignment of State Route 7 from Provo North City Limits at 3800 North Street, northerly to a junction with the new alignment near Olmstead, a distance of 1.66 ± miles, is transferred to the jurisdiction of Utah County.

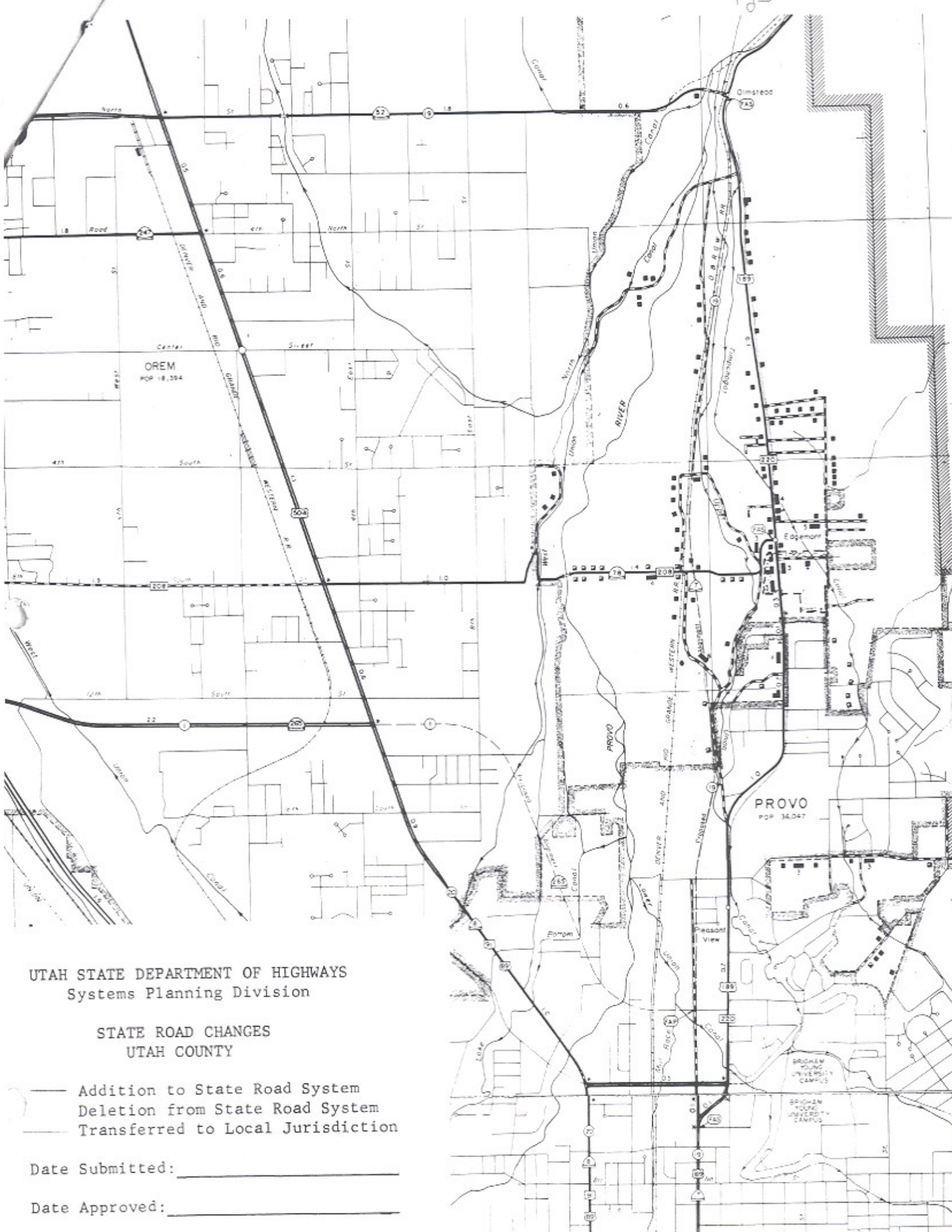
By this action Provo City "C" mileage is increased 1.36 ± miles, Utah County "B" mileage is increased 1.66 ± miles and the State Highway System mileage is decreased 0.21 ± mile.

Transmitted is a copy of the resolution and a location map.

Very truly yours,

B. Dale Burningham
Planning Statistics Supervisor

Transmittal



Pg 4/
June 15, 1967

June 16, 1967

Mayor Verl Dixon
17 South University Avenue
Provo, Utah

Dear Sir:

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This road is a Federal Aid Secondary route. The city and county should jointly agree on whether this should remain on the F.A.S. system. In the absence of any request, it is assumed it will remain.

Yours truly,

Earl A. Johnson, District Engineer

AM/vbs

cc: Glenn Wright, City Engineer

COPY UTAH COUNTY COMMISSION
MINUTE

aken from Minutes of April 10, 1967

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It was moved by Commissioner G. Marlon Hinckley and seconded by Commissioner Stanley D. Roberts that this road be accepted simultaneously with the opening of the new 189 and it was carried unanimously.



State of Utah

CITY AND COUNTY BUILDING

April 11, 1967


Mr. Earl A. Johnson
District Engineer
Utah State Department of Highways
P.O. Box 215
Orem, Utah

Dear Mr. Johnson:

In answer to your letter of April 7, we are enclosing a copy of a County Commission minute accepting the old U.S. 189 when the new route is opened.

Sincerely,

BOARD OF COUNTY COMMISSIONERS
UTAH COUNTY, STATE OF UTAH


Floyd Harmer, Chairman

LDG:mv

Enclosure

cc - David L. Greenwood
- L. D. Green, County Surveyor



Memorandum

UTAH STATE DEPARTMENT OF HIGHWAYS

DATE: July 7, 1967

TO : B. Dale Burningham
Chief Research Engineer

FROM : Earl A. Johnson
District Engineer

SUBJECT: Transfer of State Highway

The new highway constructed as Project F-019-1(7) from Provo to Olmstead is now in use and final completion will be within the next two weeks. At this time the old highway should be transferred to the local agencies.

Data in this office indicates that the new route has already been designated as FAP Route 19. The old route as F.A.S. 220 is to remain on the secondary system.

The section from the intersection with University Avenue near 1100 North (beginning of F.A.S. 220) northerly to the Provo North City Limits at 3800 North is to be transferred to Provo City. A copy of the most recent letter to Provo City is enclosed. The City Engineer reported by telephone that it was assumed that the transfer would be made if they did not present any objections to the request so a letter of concurrence was not submitted. The City previously had requested that additional work be done on the road prior to the transfer. It is doubtful that a letter of concurrence will be received.

The Utah County Commission has concurred in the transfer of the remaining section from 3800 North northerly to the Junction with the new road near Olmstead. A copy of the letter is enclosed. A map is also enclosed which shows the new route and the sections of roadway to be transferred.

The length of roadway in Provo City is 2.64⁺ miles. The length of roadway in Utah County is 1.66⁺ miles. This mileage should be added to the "B" and "C" road mileage. The new road which replaces the section of road to be transferred is 4.19⁺ miles.

RECEIVED

JUL 13 1967

A. Wadley/jnc
Enclosure:

UTAH STATE DEPARTMENT OF HIGHWAYS
Systems Planning Division

DIRECTOR
HENRY C. HILLMAN

STATE HIGHWAY ENGINEER
BLAINE J. KAY

Utah State Department of Highways

State Office Building

Salt Lake City, Utah 84114

August 18, 1967

Floyd Harmer, Chairman
Utah County Commission
Provo, Utah 84601

Dear Mr. Harmer:

Subject: Transfer to a new alignment a portion of State Route 7
in Utah County

Effective August 11, 1967, the State Road Commission adopted a resolution transferring a portion of State Route 7 in Utah County, to the new alignment completed by Project F-019-1(7), from Provo to Olmstead, a distance of 4.565 miles.

The old alignment will still serve as a public road and a portion from 1100 North Street in Provo northerly to the Provo North City limits at 3800 North Street, a distance of 2.64 + - miles is transferred to the jurisdiction of Provo City, and the remaining portion of the old alignment of State Route 7 from Provo North City limits at 3800 North Street, northerly to a junction with the new alignment near Olmstead, a distance of 1.66 + - miles, is transferred to the jurisdiction of Utah County.

By this action Provo City "C" mileage is increased 1.36 + - miles, Utah County "B" mileage is increased 1.06 + - miles and the State Highway System mileage is decreased 0.21 + - mile.

Transmitted is a copy of the resolution and a location map.

Very truly yours,

B. Dale Burningham
Planning Statistics Supervisor

Transmittal

RESOLUTION

Redesignation of Various State Routes

WHEREAS, it has been determined that it would be advantageous for record keeping and developing a Highway Reference System that various state routes be redesignated by hierarchy with the route number being synonymous with the US route designation, and

WHEREAS, this proposed revision of State Route Designations is concurred in by all District Directors.

NOW THEREFORE, be it resolved as follows:

That Interstate Route 15 be designated as State Route 15 and by this action delete the designation of State Route 1 and redesignate present State Route 15 as State Route 9,

That Interstate Route 80 be designated as State Route 80 and by this action delete the designation of State Route 2 and redesignate present State Route 80 as State Route 92,

That Interstate Route 80N be designated as State Route ~~82~~⁸⁴ and by this action delete the designation of State Route 3 and redesignate present State Route ~~82~~⁸⁴ as State Route ~~126~~⁸²,

That Interstate Route 70 be designated as State Route 70 and by this action delete the designation of State Route 4 and redesignate present State Route 70, part of State Route 102, part of State Route 69, part of State Route 16 and State Route 51 as State Route 30 and by this action delete the designation of State Route 51,

That Interstate Route 215 be designated as State Route 215 and by this action delete the designation of State Route 5,

That US-6 and 50 from the Utah-Nevada State line to Delta be designated as State Route 6 and that US-6 from Delta to the junction with I-70 west of

RESOLUTION

Redesignation of Various State Routes

Page 2

Green River also be designated as State Route 6 and by this action delete the designation of State Route 27,

That US-40 be designated as State Route 40 and by this action delete the designation of State Route 6 and redesignate present State Route 40 as State Route 134,

That US-50 from Delta to Salina be designated as State Route 50 with the exception of that section coincident with Interstate Route 15 and by this action delete the designation of State Route 26 and redesignate a part of present State Route 50 as State Route 26,

That US-89 be designated as State Route 89 with the exception of those sections coincident with Interstate Route 70, US-6, I-15 and US-91 and by this action delete the designation of State Route 259, part of State Route 11, part of State Route 28, State Route 32, State Route 8, State Route 271, part of State Route 106, State Route 169, State Route 49, part of State Route 50, part of State Route 84, State Route 13 and the remaining part of State Route 16, redesignate present State Route 89 as State Route 169 and redesignate that portion of State Route 84 from Brigham northerly to State Route 30 as State Route 13,

That US-91 be redesignated as State Route 91 and by this action delete the designation of State Route 85,

That US-189 be designated as State Route 189 with the exception of those sections coincident with US-40 and Interstate Route 80 and by this action delete the designation of State Route 7, 151 and part of State Route 35,

That US-163 be designated as State Route 163 and by this action delete the designation of State Route 47, part of State Route 9 and redesignate present State Route 163 as State Route 78,

That US-666 be designated as State Route 666 and by this action delete

2

RESOLUTION
Redesignation of Various State Routes
Page 3

the remaining portion of State Route 9,

That as a result of the aforementioned revisions the State Routes involved will be described as follows:

✓ Route 6 From the Utah-Nevada State line easterly via Delta and Tintic Junction, thence easterly via Santaquin, Payson and Spanish Fork to Moark Junction, thence easterly via Spanish Fork Canyon and Price to Route 70 (Interstate Route 70) west of Green River.

✓ Route 9 From Harrisburg Junction on Route 15 (Interstate Route 15) easterly to Zion National Park south boundary, thence from Zion National Park east boundary to Mt. Carmel Junction on Route 89.

✓ Route 11 From the Utah-Arizona State line north to a junction with Route 89 in Kanab.

✓ Route 13 From a junction with Route 91 in Brigham City northerly via Bear River and Haws Corner to a point south of Riverside, thence east to Route 30 north of Collinston.

✓ Route 15 From the Utah-Arizona State line near St. George to the Utah-Idaho State line south of Malad, Idaho, (traversing the alignment of Interstate Route 15). Segments of present State Routes used as Interstate Traveled-way will remain State responsibility until these segments are replaced by completed Interstate Projects.

✓ Route 16 From the Utah-Wyoming State line northerly to Route 30 at Sage Creek Junction.

✓ Route 26 From Route 84 in Roy easterly to Route 89 in Ogden (Former SR-50 Part).

✓ Route 28 From a junction with Route 89 in Gunnison northerly via Levan to a junction with Route 15 (Interstate Route 15) north of Levan.

✓ Route 30 From the Utah-Nevada State line northeasterly via Curlew Junction to Route ~~82~~⁸⁴ (Interstate Route 80N) west of Snowville. Then commencing

RESOLUTION

Redesignation of Various State Routes

Page 4

again at a junction with Route ~~82~~⁸⁴ (Interstate Route 80N) west of Tremonton easterly via Tremonton, Haws Corner and Collinston to Route 91 in Logan. Then commencing again at a junction with Route 89 in Garden City southeasterly via Sage Creek Junction to the Utah-Wyoming State line.

✓ Route 35 From Route 189 at Francis southeasterly via Tabiona to Route 87 north of Duchesne.

✓ Route 40 From Silver Creek Junction on Route 80 (Interstate Route 80) easterly via Heber City, Duchesne and Vernal to the Utah-Colorado State line.

✓ Route 50 From Route 6 in Delta southeasterly to Holden, thence northerly to Route 15 (Interstate Route 15) and commencing again on Route 15 (Interstate Route 15) near Scipio southeasterly via Scipio to a junction with Route 89 in Salina.

✓ Route 69 From Brigham on Route 13 northerly via Honeyville to Route 30 at Deweyville.

✓ Route 70 From Route 15 (Interstate Route 15) near Cove Fort to the Utah-Colorado State line west of Grand Junction, Colorado, (traversing the alignment of Interstate Route 70). Segments of present State Routes used as Interstate Traveled-way will remain State responsibility until these segments are replaced by completed Interstate Projects.

✓ Route 78 From Route 15 (Interstate Route 15) west of Levan east to Route 28 in Levan.

✓ Route 80 From the Utah-Nevada State line near Wendover to the Utah-Wyoming State line west of Evanston, Wyoming, (traversing the alignment of Interstate Route 80). Segments of present State Routes used as Interstate Traveled-way will remain State responsibility until these segments are replaced by completed Interstate Projects.

RESOLUTION

Redesignation of Various State Routes

Page 5

✓ ⁸⁴
Route ~~82~~ From the Utah-Idaho State line near Snowville to a point on Route 15 (Interstate Route 15) near Tremonton, thence from another point on Route 15 (Interstate Route 15) near Roy to Route 80 (Interstate Route 80) near Echo, (traversing the alignment of Interstate Route ⁸⁴~~80N~~). Segments of present State Routes used as Interstate Traveled-way will remain State responsibility until these segments are replaced by completed Interstate Projects.

✓ ¹²⁶
Route ~~84~~ From Route 15 (Interstate Route 15) south of Layton northerly to Route 89 at Hot Springs Junction.

✓ Route 89 From the Utah-Arizona State line northwest of Page, Arizona, westerly to Kanab, thence northerly to a junction with Route 70 (Interstate Route 70) at Sevier Junction. Then commencing again at the junction with Route 70 (Interstate Route 70) south of Salina northerly via Salina, Gunnison and Mt. Pleasant to a junction with Route 6 at Thistle Junction. Then commencing again at a junction with Route 6 at Moark Junction northerly via Springville, Provo, Orem and American Fork to Route 15 (Interstate Route 15) north of Lehi. Then commencing again at a junction with Route 15 (Interstate Route 15) near Draper Crossroads northerly via Murray and Salt Lake City to a junction with Route 15 (Interstate Route 15) at Becks Interchange. Then commencing again at a junction with Route 15 (Interstate Route 15) near Orchard Drive northerly via Bountiful to a junction with Route 15 (Interstate Route 15) at North Bountiful Interchange. Then commencing again at a junction with Route 15 (Interstate Route 15) at Lagoon Junction northerly via Uintah Junction and Ogden to Route 91 near south city limits of Brigham City. Then commencing again at a junction with Route 91 in Logan northeasterly to Garden City, thence north to the Utah-Idaho State line.

○ Route 91 From Route 15 (Interstate Route 15) south of Brigham, thence

RESOLUTION

Redesignation of Various State Routes

Page 6

easterly via Brigham Canyon and Logan to the Utah-Idaho State line near Franklin, Idaho.

✓ Route 92 From Route 15 (Interstate Route 15) near Point of the Mountain east via American Fork Canyon to Route 189 in Provo Canyon.

✓ Route 102 From Route 83 east of Lampo Junction northeasterly via Penrose and Thatcher to Route ~~82~~⁸⁴ (Interstate Route ~~80N~~⁸⁴) west of Tramonton.

✓ Route 106 From Route 89 northerly via Second West and Fourth North in Bountiful, thence northerly to Sheppard Lane in Farmington, thence east to Route 89.

✓ Route ~~126~~⁸² From Route 30 in Tremonton north via 300 East to Garland, thence east approximately 0.8 mile, thence north to Route 13.

✓ Route 134 From Kaneshville on Route 37 northerly to Plain City, thence easterly to Pleasant View on Route 89.

✓ Route 163 From the Utah-Arizona State line southwest of Mexican Hat northerly via Blanding, Monticello and Moab to Route 70 (Interstate Route 70) at Crescent Junction.

✓ Route 169 From Route 162 east to Eden on Route 166.

✓ Route 189 From Route 15 (Interstate Route 15) south of Provo northerly via University Avenue and Provo Canyon to Route 40 south of Heber. Then commencing again from Route 40 at Hailstone Junction easterly to Francis, thence northerly via Kamas to Route 80 (Interstate Route 80) south of Wanship.

✓ Route 215 From a junction with Route 80 (Interstate Route 80) near the mouth of Parleys Canyon southeast of Salt Lake City, southwesterly near the south city limits of Murray, junctioning with Route 15 (Interstate Route 15), thence northwesterly, northerly and easterly to a junction with Route 15 (Interstate Route 15) north of Salt Lake City, (traversing the alignment of Interstate Route 215).

Route 666 From Route 163 at Monticello east to the Utah-Colorado State line.

RESOLUTION

Redesignation of Various State Routes

Page 7

The maps presented relating the action taken herewith are hereby a part of this resolution and will be stored at the office of the Planning Statistics Section of the Transportation Planning Division.

Dated this 20th day of May, 1977.

UTAH TRANSPORTATION COMMISSION

B. L. Loun

Chairman

W. H. L. L. L.

Vice-Chairman

Chas. E. L.

Commissioner

Glenn A. L.

Commissioner

Samuel H. L.

Commissioner

ATTEST:

Donald A. L.

Secretary

STATE ROUTES REQUIRING CHANGES IN ROUTE DESIGNATION SIGNING

<u>Existing Designation</u>	<u>New Designation</u>	<u>District</u>	<u>Miles</u>
SR-15	SR-9	5	32.6
SR-15	SR-9	3	12.3
SR-80	SR-92	6	26.8
SR-82	SR-126	1	3.1
SR-40	SR-134	1	12.4
SR-50 Part	SR-26	1	3.8
SR-89	SR-169	1	0.6
SR-84	SR-13	1	<u>27.8</u>
		Total	119.4

SR-70, SR-102, SR-69, SR-16 and SR-51 in District 1, remove rectangular route signs from sign posts.

US-89 signs thru Sevier Valley will be replaced with "Temporary I-70" signs with rectangular signs under the Temporary I-70 sign indicating the State Route designation until completion of I-70 thru this area. Upon completion of I-70 between Sevier Junction and Salina all State Routes will be resigned by their designated State Route, District 3

Present State Routes 15 and 80 will be dual route signed for a period of approximately two years as a guide to Tourists, Districts 5, 3 and 6

All directional signing (junction signs, etc.) affected by these revisions will also require changing.

Memorandum.

UTAH STATE DEPARTMENT OF HIGHWAYS

DATE: June 2, 1977

TO : District Directors

FROM : L. R. Jester, P.E. *L.R.J.*
Engineer for Transportation Planning

SUBJECT: Redesignations of State Routes

On May 20, 1977, the Utah Transportation Commission approved the redesignations of various State Routes as described in the attached resolution. Please review the changes that have been approved in your District and notify all interested agencies within your area.

Attachment

Note: All Districts refer to last page of resolution for necessary signing changes.

UTAH STATE DEPARTMENT OF HIGHWAYS

June 2, 1977

C
O
P
Y

Mr. Norman V. Hancock, Chief
Game Management Section
Utah State Division of Wildlife Resources
1596 West North Temple
Salt Lake City, Utah 84104

Subject: Redesignation of State Routes

Dear Mr. Hancock:

On May 20, 1977, the Utah Transportation Commission approved the redesignations of the various State Routes as described in the enclosed Resolution.

Yours very truly,

L. R. Jester, P.E.
Engineer for Transportation Planning

LRJ/BDB/WDM/BDent/cs

Enclosure

cc: H.B. Leatham

Memo sent to all District Engineers & interested state personnel.

Also sent to: Mr. Marvin E. Blaser, U.S. Dept. of Soil Conservation
Mr. Ralph Hodges, Utah Forest & Livestock Agency

State
Chargers
2

1/10/80

AMERICAN ASSOCIATION OF STATE HIGHWAY AND TRANSPORTATION OFFICIALS

ROBERT N. HUNTER, President
Chief Engineer
Missouri State Highway Department



HENRY E. STAFFORD, Executive Director
444 N. Capitol Street, N.W., Suite 225
Washington, D. C. 20001
Telephone (202) 624-5800

July 12, 1977

Mr. Blaine J. Kay, Director
Utah Department of Transportation

Mr. Darrell V. Manning, Director
Idaho Transportation Department

Mr. Robert A. Burco, Director
Oregon Department of Transportation

Gentlemen:

The Route Numbering Committee reviewed the application coming from the Idaho Department of Transportation, and concurred in by the Utah Department of Transportation, for the redesignation of I-80N.

After reviewing the application, together with objections raised by States of Washington and Oregon, the Committee voted to redesignate I-80N as I-84, subject to concurrence by the Federal Highway Administrator, and with the State of Oregon in consultation with the States of Utah and Idaho to make the determination when the sign change would take place; but no later than July 1st, 1980.

This action was reviewed by the Executive Committee at its meeting on July 7th, 1977, and concurred therein.

Sincerely,

H. J. Rhodes
Deputy Director

HJR:pw

cc: Mr. William Cox
Federal Highway Administrator
Federal Highway Administration

COPY OF LETTER RETAINED IN CENTRAL FILES. RETURN
THIS TO CENTRAL FILES AFTER ACTION HAS
BEEN COMPLETED.



SEARCHED	INDEXED	SERIALIZED	FILED
KAY			

UTAH STATE DEPARTMENT OF HIGHWAYS

June 2, 1977

C
Mr. Norman V. Hancock, Chief
Game Management Section
Utah State Division of Wildlife Resources
1596 West North Temple
Salt Lake City, Utah 84104

O
Subject: Redesignation of State Routes

P
Dear Mr. Hancock:

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Y
Yours very truly,

L. R. Jester, P.E.
Engineer for Transportation Planning

Y
LRJ/BDB/WDW/BDent/cs
Enclosure

cc: H.B. Leatham

Memo sent to all District Engineers & interested state personnel.

Also sent to: Mr. Marvin H. Hines, U.S. Dept. of Soil Conservation
Mr. Ralph Hodges, Utah Power & Light Co.